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ROUTING AND RECORD SHEET

SUBJECT: (Optional)

Ad Hoc Committee Meeting Point Paper

FROM: [redacted] STAT

C/NBPO/OL
1J45 HQ

EXTENSION [redacted] STAT

NO.

DATE 7 Apr 86

TO: (Officer designation, room number, and building)	DATE RECEIVED	DATE FORWARDED	OFFICER'S INITIALS	COMMENTS (Number each comment to show from whom to whom. Draw a line across column after each comment.)
1. D/OL [redacted] AEO/L				I prepared the attached point paper for my use at the Ad Hoc Committee meeting on 7 April 86. STAT
2. EO/L	4/7			I am providing this to you for your information.
3. DD/L	4/8			[redacted] STAT
4. D/L				
5.				
6. C/NBPO → TY				
7.				
8. NBPO file	4/15			
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15.				

FORM 1-79 **610** USE PREVIOUS EDITIONS

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INTRODUCTION: The purpose of this paper is to address each of the issues raised in the 'Ad Hoc Committee for Travel To/From the CIA' letter, dated 19 February 1986, the subject of which was information presented at the 29 January 1986 meeting of the CIA's Traffic Advisory Committee.

Ad Hoc issue: The design associated with Route 193 eastbound along Section 7 of the Evermay community does not conform to previous agreements and does not provide adequate aesthetic and noise protection for the residents bordering that portion of Route 193.

CIA position: When it became clear to the Agency at the 29 January 1986 Traffic Advisory Committee (TAC) meeting that the Ad Hoc Committee representative was not satisfied with the initial detailed design efforts of the Virginia Department of Highways and Transportation (VDH&T) regarding the treatment of Route 193 between Turkey Run Farm Road and Route 123, we immediately asked that the VDH&T suspend its detailed design effort and instead concentrate on the development of an expanded set of detailed design alternatives that could be considered.

The Agency has now received three detailed roadway design options and five detailed earth berm design options. We asked that the VDH&T submit this expanded set of detailed design options to its normal engineering review process and to make the results of this review process a matter of record.

The VDH&T has concluded that only one of the proposed detailed roadway designs meets acceptable roadway safety and traffic handling standards. They have also concluded that four of the five detailed earth berm designs meet their standards. The VDH&T finding with respect to the roadway design is that the Route 193 section just north of its terminus at Route 123 cannot be moved any further east than is accomplished in the Dewberry and Davis 'proposed design.'

As designed, the separations between the edge of the VDH&T right-of-way on Route 193 nearest section 7 of the Evermay community and the edge of the Route 193 roadway itself are as follow:

--near the intersection of Route 193 and Turkey Run Farms Road -- approximately 60 feet;
--at the intersection of Route 193 and Route 123 -- approximately 35 feet; and
--at the mid-point between the two locations identified above -- approximately 55 feet.

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The VDH&T states that Option #2, the at-grade design chosen by the TAC for implementation, was never more than a marginal design to begin with, and that therefore there is literally no way to further modify the conceptual design and still maintain necessary safety and traffic handling standards.

As the Ad Hoc Committee will recall, the Environmental Studies Section of the VDH&T concluded in its report entitled, "Environmental Assessment: Central Intelligence Agency Off-Site Road Improvements: Route 123/Fairfax County," dated 15 April 1985, in part, on page 22:

> "Since all sites represent residential properties and a recreation area, the applicable noise abatement criteria is 67dB(A). . .The results of the analysis indicated that sites 1-7 will neither exceed the noise abatement criteria nor will they experience a substantial increase in noise levels by the design year (2005). . .Regardless of which alternative (#2 or #4) is selected, no noise sensitive receptors along the proposed project will violate noise impact criteria. Therefore traffic noise mitigation is not warranted and the only noise abatement feature implemented with this project will be a limit on construction noise.

The VDH&T has further advised that the placement of any berm at all along Route 193 is contrary to normal VDH&T practice inasmuch as there is insufficient justification for a berm. In discussions between the VDH&T, its design contractor, and the CIA, however, it was nonetheless agreed that a reasonable berm would be erected, as indicated in Dewberry and Davis detailed roadway design documents, in an attempt to accommodate the concerns of residents in Section 7 of the Evermay community.

While the Agency understands that the residents of Section 7 of the Evermay community take exception to proposed roadway design conclusion, the Agency is nonetheless unwilling to superimpose its lay judgment on the findings of senior, experienced VDH&T managers. We sincerely regret not being able to resolve this issue in favor of our residential neighbors, but feel that we have arrived at this conclusion after thorough and thoughtful consideration of all of the issues involved. We will continue to work with you to select the final earth berm design and the plantings to be placed thereon.

Ad Hoc Issue: The median area at the Merchant Lane/Saville Lane crossing at Route 123 is narrow, the sight distance (though improved) is short and the crossing is unsafe - a ("trip" or other) traffic light is required.

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CIA position: The Agency's Traffic Advisory Committee requested that the VDH&T again review this community request. The VDH&T agreed to do so, and has, within the past week, advised the Agency that it will place a traffic light at the intersection of Saville Lane and Route 123, as requested. The result will be four traffic lights, all synchronized in accordance with standard VDH&T procedures, running from the Potomac School Road and Route 123 intersection to the Kirby Road and Route 123 intersection (the remaining lights being located at the CIA entrance and at Saville Lane, respectively). To our knowledge, this VDH&T action fully satisfies the stated concern of the community.

Ad Hoc Issue: The fact that the CIA has not included funds for construction of a new exit ramp off the inner loop of the Beltway to the George Washington Memorial Parkway in its FY 1987 budget is a breech of its commitment to the citizens.

CIA response: The Agency has notified Congressman Frank Wolf's senior transportation aide that we will include a $500,000 funding request in our FY 1988 Congressional Budget submission. [redacted], in prior discussions with Congressman Wolf on this subject, had indicated that he hoped the Agency would be able to identify this funding in FY 1987. We have attempted to honor [redacted] hope, but the combined impacts of the increased cost of constructing the New Headquarters Building and the impact of the Gramm-Ruddman-Hollings legislation in FY 1987 will result in the non-availability of the needed funds in that time frame. Congressman Wolf's office accepted this reality and agreed that the Agency's new funding plan was a fair and reasonable one.

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Ad Hoc issue: The intersection at Old Chain Bridge Road and Route 193 is dangerous. Several fatalities have occurred there and more will if it is not improved.

CIA response: The Agency fully supports the community position on this issue, and has formally notified the Virginia Department of Highways and Transportation (VDH&T), in writing, of our position. In addition, we have discussed this matter with VDH&T personnel in its Northern Virginia district office, in the person of Mr. David Gehr, on several occasions. Mr. Gehr, during the week of 4 April 1986, advised the following:

--this project is fully funded in the VDH&T current Six-Year Improvement program;

--preliminary plans for the project have been completed. The project involves reducing the height of the hill in front of the Country Day School/Meeting Hall and realigning the intersection at the foot of the hill (old Rte 123 and Rte 193) to the maximum extent possible within the existing VDH&T right-of-way;

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--the project is currently in the environmental impact phase, out of which will result an environmental impact statement that will address all aspects of the environment and the impact that this project will have on each;

--the worst case completion date provided by VDH&T for this environmental review process is January 1987;

--VDH&T is currently planning to advertise the project for bids during the summer of 1987; and

--the Federal Highway Administration, which must approve the environmental impact statement, is considering invoking an accelerated review procedure, called a "categorical 4F statement" which, if approved, could reduce the environmental review process to half of that now included in the VDH&T schedule.

Mr. Dorothy McCormick, of the Country Day School, has been fully briefed on all of the information shown above, by Mr. David Gehr of the Northern Virginia office of the VDH&T and by [redacted] of the CIA. Mrs. McCormick has not expressed displeasure or undue concern with the VDH&T plan to accomplish this project. STAT

Ad Hoc issue: We concur in VDH&T's preliminary decision to retain the right-of-way on the east side of Route 123 as a buffer zone after the road has been moved west.

CIA response: The VDH&T has advised the Agency, in writing, that "...these areas will ...(be retained) for open space as suggested at the committee meeting..." This correspondence is available for your review and retention.

Ad Hoc issue: The 'bike trail' located on the VDH&T right-of-way on the west side of Route 123 and adjacent to section 7 of the evermay community should be removed.

CIA response: The Agency feels that the issue of removing the trail along the north side of Route 123 adjacent Evermay is a matter to be dealt with between the McLean Citizens Association and the Fairfax County government, inasmuch as our information suggests that this trail is a part of the official Fairfax County Trail Plan.

Ad Hoc issue: The stated CIA position at the 29 January 1986 meeting and as reflected in paragraph 6 of the minutes of that meeting is factually incorrect. As stated in

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correspondence attached, the then Deputy Director for Administration committed to "...not...force occupancy of the new facility if it creates...traffic problems for the community and our employees." We expect the Agency to abide by its commitments and to refrain in the future from attempting to revise its commitments by assertion of positions which are in conflict with the record.

CIA response: The Agency, in a letter to the current President of the MCA dated 15 July 1983, advised the community that: "...With your support and assistance, we should be able to see the necessary road improvements in place before the new building is ready for occupancy. Should unforeseen problems arise that prevent this from occurring, we will at least try to time our occupancy plans to coincide with the capacity of the local road network. The Agency does not plan to force occupancy of the new facility if it creates unwarranted traffic problems for the community and our employees...."
The Agency's plans and intentions have not changed since that letter was written. We fully appreciate that it would be unreasonable to burden an insufficient roadway system with significant additional automobile traffic, and we will do everything within our power not to do so. Our detailed discussions with the VDH&T indicate that a reasonable completion date for all Route 123 and associated roadway modifications is late December 1987. Our current planning for the occupancy of the New Headquarters Building is not in conflict with this schedule. We feel as though we have been sensitive to this community concern and have scheduled our occupancy plans accordingly. In the event that our plans are changed in any significant way, we will notify the local community and work with our residential neighbors in every way possible to mitigate any hardship that may arise.

Ad Hoc issue: "...we want to ensure that the integrity of our mutual agreement is reconfirmed to the end that no design phase or step will be approved until a mutually acceptable concensus is achieved. To do otherwise would make a mockery of the entire process and our mutual public commitment last spring to work together to incorporate the citizens concerns into the design under alternative two...."

CIA response: The Agency feels that the entire Traffic Advisory Committee (TAC) process has been a dynamic and a thought-provoking and a healthy one. As we look back on the 40 or so individual concerns and issues raised through the TAC process

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over the course of the past two and one-half years, all of the participants of the process, we feel, should take pride in the accomplishments that have been achieved. It seems to us that Mr. Kent Maxfield, in particular, has been unusually helpful in shaping and bringing a focus to a large number of community concerns that have been discussed, reviewed, and implemented as a result of his participation in the TAC process.

The Agency will continue to utilize the TAC process as we work with the community to successfully implement our roadway improvement program. In the final analysis, however, the charter for the TAC process must prevail. The pertinent portion of that document states, in part:

> "The committee will have no directive authorities as applied to design or construction of roads or CIA facilities. The responsibilities are solely advisory in nature to ensure that concerns relative to traffic flow and road modifications are brought to the attention of the appropriate organization for consideration in design and construction."

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